

DESERTXPRESS

Route Alignment: Las Vegas to Palmdale with no intermediate stops, generally along the I-15 corridor. Phase 2 would connect Victorville with Palmdale.

Technology: Steel wheel on steel rail electric high-speed trains.

Speed: Top operating speed 150 mph.

Status: On July 8, 2011, the Federal Railroad Administration (FRA) issued its Record of Decision (ROD) following completion of the Draft, Supplemental and Final EIS documents. On October 20, 2011, the Surface Transportation Board issued a certificate of public necessity and convenience authorizing construction and operation of the DesertXpress as a private interstate passenger railroad. On November 17, 2011, the Bureau of Land Management released its ROD authorizing construction and operation of the DesertXpress project on public lands. On November 18, 2011 the California and Nevada division offices of the Federal Highway Administration executed a joint ROD indicating that the project would be a compatible use within the I-15 corridor.

Regional Connectivity: The project is planned to provide interoperability with the future CA HSR project with a connection in Palmdale. This connection point would also allow for a transfer to existing Metrolink service into the Los Angeles basin in advance of the full CHSR build-out.

Ridership: A Ridership and Revenue Report prepared in December, 2005 to support the EIS that was initiated in July 2006, estimates that 22% of all current car and airplane trips from Southern California to Las Vegas would use the DesertXpress at a one-way fare of \$50.00.

Funding: All project development costs to date have been privately funded with no federal, state or local grant funding. DesertXpress Enterprises has applied for a loan through the FRA's Railroad Rehabilitation & Improvement Financing program.

Project/Alignment Duplication: There are no other proposed projects with active environmental reviews that would duplicate the DesertXpress alignment between Las Vegas and Victorville.

Inclusion in L RTPs/RTPs: Not included.

Commission/COG Support: Not in our region.

Stakeholder Support/Objection: The cities of Palmdale and Victorville support, the State of California supports (agreement executed between DesertXpress and Caltrans), the High Desert

Corridor Joint Powers Authority (comprised of the counties of San Bernardino and Los Angeles, and the cities of Adelanto, Hesperia, Palmdale, and Victorville) passed resolutions of support in May 2010 and June 2011. The Las Vegas Convention and Visitors Authority supports, and Clark County supports. The City of Ontario passed a resolution in opposition to the project in March 2011.

Staff Recommendation: Include in the Strategic Plan.